

Categorical Exclusion (CE)

Project Information			
Project Name:	Rt 7 Widening	Federal Project#:	
Project Number:	0007-029-128, C501, D601, D613, D614, D615, D616, P101, R201	Project Type:	Construction
UPC:	52327	Charge Number:	UPC 52327 700 series
Route Number:	7	Route Type:	Primary
Project Limit--From:	ROLLING HOLLY DRIVE	To:	0.15 MI EAST OF RESTON AVENUE
Additional Project Description:	Rt 7 widening from 4 to 6 lanes from Rolling Holly Drive to 0.15 mi east of Reston Avenue. Additional Right of Way beyond the existing maximum of 250' will be required for features such as storm water management ponds, connections with intersecting roads, and turn lanes.		
District:	City/County:	Residency:	
Northern Virginia	Fairfax	Fairfax	

Date CE level document approved by VA Division FHWA: 10/10/2008

FHWA Contact: Simkins, John A.

Project in STIP: Yes

In Long Range Plan? Yes

CE Category 23 CFR 771.117: d01

Description of Category: Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g. parking, weaving, turning, climbing).

Logical Termini and Independent Utility: Yes

Comments: The project involves widening Rt 7 from 4 to 6 lanes to enhance capacity to accommodate greater Annual Average Daily Traffic (AADT). Total network AADT increases from 220,100 in existing 2007 conditions to 250,000 in 2013 build and no build conditions at an annual growth rate of 2.1%. In 2032, the total network AADT increases to 343,000 in build and no build conditions at an annual growth rate of 1.8%. The Rt. 7 improvements are justifiable and are a reasonable expenditure of funds even if no additional transportation improvements are made. Therefore, the project has independent utility. The project termini are rational end points for environmental review and are considered logical.

Typical Section: The typical section of Rt 7 consists of three, 12 ft thru travel lanes with additional turn lanes and a 10 ft shared use path on both sides of the road. The project has a raised grass median varying from 9 to 33 feet. In certain areas, there is a concrete median barrier. The outer lanes have curb and gutter on the outside edge.

Structures: Drainage structures will be required for the project. Four existing culverts crossing Rt 7 will be replaced with new pipe. These culverts are near and east of the Sugarland Rd intersection, at the Georgetown Pike intersection, and at the existing entrance for Woody's Driving Range. Three existing culverts crossing Rt 7 will be extended to accommodate the widening. These extensions occur near Rolling Holly Drive, east of Red Berry Court, and at the intersection with Woody's Driving Range.

SOCIO-ECONOMIC

Minority/Low Income Populations: Present with no impact **Disproportionate Impacts to Minority/Low Income Populations:** No

Source: Right of Way - Relocation Assistance Report, US Census Bureau - American Fact Finder, NoVA Project Manager

Existing or Planned Public Recreational Facilities: Present with no impact

Community Services: Present with impacts

Consistent with Local Land Use: Yes

Source: Fairfax County Park Authority, Fairfax County Department of Transportation, Fairfax County Fire and Rescue Department, Fairfax County Public Schools

Existing or Planned Bicycle/Pedestrian Facilities Present with no impact

Source: NoVA Transportation Planning Section

Socio-Economic Comments: Minority income populations are present within the general project vicinity with no impacts since the project involves no relocations and access will be similar to existing conditions. Holly Knoll Park is planned on either side of Redberry Court. Dranesville Tavern Park is located just west of the project. Coordination with Fairfax County Public Schools by the Project Manager is ongoing in order to identify methods to reduce impact to the school bus routes and stops during construction. Fairfax County Fire and Rescue operations would be impacted by traffic delay during construction.

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: No

Source: Fairfax County Department of Transportation, Fairfax County Park Authority, NoVA PM

6(f) Conversion: No **Acres of Conversion:** 0

4(f) and 6(f) Comments: There is no 4(f) use associated with the planned or existing parks or historic properties in the vicinity of the project.

CULTURAL RESOURCES

Section 106 Effect Determination: NO ADVERSE EFFECT

Name of Historic Property: Ivy Chimney, Mayfield

DHR Concurrence date: 04/11/2003

MOA Execution Date: None

Cultural Resource Comments: Cultural Resources staff has determined that the project will have no adverse affect on the National Register-eligible Mayfield-Ivy Chimney Historic District (029-5280) and the VDHR has concurred with this determination.

NATURAL RESOURCES

Waters of the U.S.: Present with impacts

Linear Feet of Impact: 290

Federal Threatened or Endangered Species:
None

100 Year Floodplain: Present with no impact

Regulatory Floodway Zone: Present with no impact **Zone Code:** A

Public Water Supplies: Present with impacts

Tidal Waters/Wetlands: Not Present

Wetlands: Present with impacts

Wetlands: Acres of Impact: 0.06

Wetland Type: Emergent

Permits Required: Yes

Natural Resource Comments: Approximately 0.06 acres of relatively low value palustrine emergent (PEM) wetlands and approximately 290 lf of an unnamed tributary of Sugarland Run will be unavoidably impacted by fill operations associated with road construction. Mitigation banking will be required for impacts to wetlands and streams. The Fairfax County Water Authority has an intake on the Potomac River within 5 miles downstream of the project. Strict erosion and sediment controls will be utilized to mitigate any impacts to this intake.

AGRICULTURAL/OPEN SPACE

Open Space Easements: Not Present

Agricultural/Forestal Districts: Not Present

Source: CEDAR GIS database, VOF

Agricultural/Open Space Comments: No agricultural/forestal or open space easements are present in the project area based on a VDOT CEDAR GIS database search. No easement currently held by VOF will be affected by this project.

FARMLAND

NRCS Form CPA-106 Attached? No

NRCS Form CPA-106 not attached because:

Land already in Urban use.

Entire project in area not zoned agriculture.

Alternatives Analysis Required? No

Source: NRCS Coordination

Farmland Comments: Per NRCS, this area is surrounded by development and is not conducive to farming. Soil erosion would not be significantly impacted by this project.

INVASIVE SPECIES

Invasive Species in the project area? Unknown

VDCR indicated that the potential exists for some VDOT projects to further the establishment of invasive species. All seeds used will be tested in accordance with the Virginia Seed Law to ensure there are not prohibited Noxious Weed-Seeds in the seed mixes.

Invasive Species Comments: Based on site visits by VDOT, invasive species are likely present in the project area. DCR has only general information about the distribution of invasives. Many invasive plant species are adapted to take advantage of soil disturbances and poor soil conditions. Non native invasive plants are found throughout Virginia. Therefore, the potential exists for some VDOT projects to further the establishment of invasive species. Minimizing soil disturbance will help to inhibit the establishment of invasive species.

AIR QUALITY

Carbon Monoxide

This project is located in: A Carbon Monoxide Attainment Area

CO Microscale Analysis Required for NEPA? Yes

The requisite project-level air quality analysis (entitled "AIR QUALITY ANALYSIS. Rt.7 Widening. 0007-029-128, C501, D613, D614, D615, D616, D700, P101, R201. (UPC 52327))" was completed on 5/1/09. It concluded that, with respect to the NAAQS for CO and other pollutants: "The project has been assessed for potential air quality impacts and conformity with applicable air quality regulations and requirements. The assessment indicates that the project would meet all applicable air quality requirements of the National Environmental Policy Act (NEPA) and the federal transportation conformity regulation. As such, the project will not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of national ambient air quality standards (NAAQS) as established by the US Environmental Protection Agency (US EPA)."

Ozone

This project is located in: An 8-hour Ozone Nonattainment Area

✓ This project is modeled properly for conformity in the 2008 LRP.

The air study referenced above for this project concluded: "Federal conformity requirements, including specifically 40 CFR 93.114 and 40 CFR 93.115, apply as the area in which the project is located is designated by the US EPA as nonattainment for the NAAQS for ozone and PM2.5. Accordingly, there must be a currently conforming transportation plan and program at the time of project approval, and the project must come from a conforming plan and program (or otherwise meet criteria specified in 40 CFR 93.109(b))."

Particulate Matter

This project is located in: A PM2.5 Nonattainment Area

✓ This project is modeled properly for conformity in the 2008 LRP.

PM Hotspot Analysis Required for NEPA? No

A PM2.5 hot-spot analysis is not required for this project since it is not an air quality concern. The Clean Air Act and 40 CFR 93.116 requirements were met without a hot-spot analysis, since this project has been found not to be of air quality concern under 40 CFR 93.123(b)(1).

The air study referenced above for this project concluded: "In summary, based on the criteria specified in the transportation conformity rule and associated guidance, this project is not expected to be one of air quality concern for particulate matter."

Mobile Source Air Toxics

This project requires: A qualitative MSAT analysis

✓ This project is proposed to be located in proximity to populated areas.

✓ The project potentially expands intermodal centers or impacts truck traffic only to the extent that requires a qualitative assessment.

The air study referenced above included a qualitative MSATs analysis for this project and concluded: "...[B]est available information indicates that, nationwide, regional levels of air toxics are expected to decrease in the future due to fleet turnover and the continued implementation of more stringent emission and fuel quality regulations. Nevertheless, it is possible that some localized areas may show an increase in emissions and ambient levels of these pollutants due to locally increased traffic levels associated with the project."

DEQ SERP Comments (June 2007): This project is located within a Moderate Ozone Nonattainment area, a Fine Particulate Matter (PM2.5) Nonattainment area, and a volatile organic compounds (VOC) and oxides of nitrogen (NOx) Emissions Control Area. As such, all reasonable precautions should be taken to limit the emissions of VOC, NOx, and particulate matter. In addition, the following DEQ air pollution regulations must be adhered to during the construction of this project: 9 VAC 5-40-5600 et seq., Open Burning restrictions; 9 VAC 5-40-5490 et seq., Cutback Asphalt restrictions; and 9 VAC 5-50-60 et seq., Fugitive Dust precautions.

NOISE

Noise Scoping Decision: Type I - Noise study required

Barriers Under Consideration? Yes

Noise Comments: Noise impacts were identified along the project corridor for the existing, design year no-build and design year build cases. All of the impacts in the design year build scenario are a result of approaching or exceeding the Noise Abatement Criteria (NAC). Noise abatement was considered for the noise impacted properties. For many noise impacted properties, noise barriers were not considered feasible, due to access requirements. Six noise barriers are under consideration to protect impacted sites. However, these barriers are not considered cost effective and would require third party funding.

RIGHT OF WAY AND RELOCATIONS

Residential Relocations: No

Commercial Relocations: No

Non-Profit Relocations: No

Right of Way required? Yes **Amount of Right of Way Acreage:** 1

Septic Systems or Wells: Present with impacts **Hazardous Materials:** Present with no impact

Source: Right of Way - Relocation Assistance Report. VDOT Project Plans & ROW Data Sheets. Fairfax County Health Department. VDH.

ROW and Relocations Comments: No commercial, residential, or non profit organizations are present within the R/W and none will be displaced by this project. Onsite sewage disposal systems and residential wells on the north side of the project could be adversely impacted by the project. ATT Company has two drinking water source wells near the project. If onsite sewage disposal systems or wells are impacted by project construction, they will be relocated onsite, or a possible connection to water or sewer in the area will be evaluated. Preliminary Hazardous Materials studies were conducted, and plans were reviewed. The project has been cleared for advertisement and construction by the Regional Hazmat Manager.

CUMULATIVE AND INDIRECT IMPACTS

Present or reasonably foreseeable future projects (highway and non-highway) in the area: Yes

Impact same resources as the proposed highway project (i.e. cumulative impacts): N/A

Indirect (Secondary) impacts: Yes

Source: VDOT Six Year Improvement Plan and Constrained Long Range Plan, NoVA Transportation Planning Section

Cumulative and Indirect Impacts Comments: There are plans to widen Rt 7 from Rolling Holly Drive to the Dulles Toll Road in the 2020 timeframe according to the adopted Regional Constrained Long Range Plan. The Fairfax County Comprehensive Plan calls for the widening of Rt 7 to 6 lanes also, but does not indicate the timeframe. Indirect or secondary impacts include increased localized traffic on the road network in the adjacent area.

PUBLIC INVOLVEMENT

Substantial Controversy on Environmental Grounds: No

Source: Fairfax County Department of Transportation

Public Hearing: Yes **Type of Hearing:** Design Public Hearing

Other Public Involvement Activities: Yes

Type of Public Involvement: Ongoing public involvement including: Citizen Information Meeting (CIM) 11/27/01, Meeting with Great Falls HOA 01/29/02, Public Hearing 06/11/03, Meeting with Amberwoods HOA (with Fairfax County DOT) 03/07/06, Meeting with Great Falls HOA and County Supervisors 12/11/07, and CIM 11/18/09.

Public Involvement Comments: No additional upcoming public involvement.

COORDINATION

State Agencies:

Department of Conservation and Recreation
DEQ - Air Division
DEQ - Waste Division
DEQ - Water Division
Department of Forestry
Department of Game and Inland Fisheries
Department of Health
Department of Historic Resources
Dept. of Mines, Minerals and Energy
VA Marine Resources Commission
Virginia Outdoors Foundation

Federal Agencies:

NRCS

Local Entity:

Fairfax Parks and Recreation
Fairfax Community Development
Fairfax School
Fairfax County Health Department
Fairfax Public Works
Fairfax Office of Transportation
Fairfax Fire and Rescue
Fairfax County/City Planner
Fairfax Economic Development Office

Other Coordination Entities:

Fairfax Co Public School Transportation Services
Church of the Brethren
Dranesville United Methodist

This project meets the criteria for a Categorical Exclusion pursuant to 40 CFR 1508.4 and 23 CFR 771.117 and will not result in significant impacts to the human or natural environment.